

## JUDICIARY OF COOK COUNTY.

## Superior Court Judges.

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HENRY M. SHEPARD.  
THEODORE BRENTANO.  
HENRY V. FREEMAN.  
ARTHUR H. CHETLAIN.  
JOHN B. PAYNE

JONAS HUTCHINSON.  
WILLIAM G. EWING.  
PHILLIP STEIN.  
JAMES GOGGIN.  
NATHANIEL C. SEARS.  
GEORGE F. BLANKE  
STEPHEN D. GRIFFIN, Clerk.

## Circuit Court Judges.

M. F. TULEY, Chief Justice.  
SAMUEL P. McCONNELL.  
R. S. TUTHILL.  
R. W. CLIFFORD.  
EDMUND W. BURKE.  
ELBRIDGE HANCOY.  
JOHN GIBBONS.

O. H. WORTON.  
A. N. WATERMAN.  
FRANCIS ADAMS.  
FRANK BAKER.  
THOMAS G. WINDEB.  
ABNER SMITH.  
EDWARD F. DUNNE

FRANK J. GAULTER, Clerk.

## County Court.

JUDGE.....FRANK SCALES  
CLERK.....HENRY WULFF

## Probate Court.

JUDGE.....C. C. KOHLSAAT  
CLERK.....ROGER C. SULLIVAN  
SHERIFF.....JAMES H. GILBERT  
STATE'S ATTORNEY.....JACOB J. KERN

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Grain and Provisions. . .  
No. 55 Board of Trade, Chicago.

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The Great Hersey Warehouse.  
The Hersey Brothers Commission  
Company have reopened their great  
warehouse at 428 to 448 North Hal-  
sted street, and have sent out the  
following circular in connection  
therewith:

To consumers and dealers of hay, oats, grain,  
flour, and feed of all kinds:  
We wish to call your attention to the fact  
that if you do not buy your feed at our ware-  
house you are unaware of the benefits you can  
derive by so doing.  
We handle the best goods only and sell at  
rock-bottom prices, for the many advantages  
we have over other wholesale feed men are so  
great that it enables us to sell first-class goods  
as cheap as others sell second-class.  
Our warehouse is the largest, handiest and  
most complete hay and grain warehouse in the  
city of Chicago, covering one acre of ground  
and situated on the C. & M. & St. P. R. R. tracks,  
where we have our own private track and re-  
ceive all our goods direct to our warehouse.  
This is a great advantage, as it saves the ex-  
pense of hauling, which is quite an item.  
We have constructed, in addition to our  
warehouse, the latest improved grain elevator  
system, which unloads, elevates and conveys,  
by machinery, all our grain from cars on our  
track direct to our elevator, without rehandling.  
This is a great labor saving and adds  
greatly to the value of grain, as all grain passes  
through our grain elevator, which frees it  
from all dust and chaff, and leaves it perfectly  
clean.

There is no waiting outside on the street in  
cold and wet as at our warehouse, as we have  
provided large "driveways" for teams, and we  
provide waiting rooms in our warehouse. All our  
bins are elevated, so that you can drive under  
them and put on a load in less than five min-  
utes.  
We do a straight wholesale and retail mar-  
chandize business, and you will always find us  
here, from 7 a. m. to 6 p. m., ready to show you  
our goods and give you prices. We invite you  
to call and examine our stock, look at our  
cleaning and conveying machinery and see the way  
we do business.  
Thanking you for your past favors, and hop-  
ing we may receive your orders, we remain,  
yours very respectfully,  
HERSEY BROS. COMMISSION CO.

## TRAINING A HOG.

Not a Forker, But One of the Human Species.

The human hog is forever cropping out, and he is nowhere seen oftener than in the cars. One of this type, writes a New Yorker, made his appearance on one of the late afternoon trains that leaves the Grand Central depot carrying suburbanites to their residences, and got his deserts. If he never did before, he had a grip with him, and he went into the smoking car. He was the first man on board and he selected the best single seat in the car, which was proper enough, and then placed his grip on the seat beside him, in order to keep out anybody else which was emphatically not proper. He lighted a cigar and unfolded a newspaper. The car filled rapidly, and presently all the seats were taken except the one occupied by the hog's grip. To two or three who ventured to ask him if the seats were engaged, that replied that it was. Then to another he distinctly said: "Yes; the gentleman who had the seat went out for a moment and left his grip to secure the place." The man to whom this was said edged along and remained standing, but it was clear that he doubted the hog's word. The train started. The "gentleman who left his grip" did not appear, and the hog continued to read his newspaper, undisturbed by the stranger at his elbow. The passenger who doubted the hog waited until three stations had been passed. Then satisfied that the hog had been lying, he told the conductor how matters stood. The conductor seemed pleased.

"I'll fix him," he said, "when we get to White Plains."

At that station nearly everybody rose to leave the train, including the hog. He started down the aisle with his grip, when the conductor stopped him.

"What are you doing with that bag?" asked the conductor sternly.

"Taking it home, of course," replied the hog. "It's my bag."

"Guess not," said the conductor, "put it down. You told this gentleman that it was left by a man to secure his seat. I'll take care of it, if you please."

Taken completely aback the hog let the bag out of his hand, and then tried to recover it.

"I don't care what the man says," he cried, "the bag is mine and I'm going to have it."

The conductor held on and marched to the baggage car with the grip.

"This bag," he said, "is going to be turned into the lost baggage department at headquarters as one that was left by a man to secure his seat. The man did not turn up on the train. If the bag is yours you can prove the property and claim it at headquarters to-morrow evening. All aboard!"

And in half a minute more the train started on carrying the grip and leaving the discomfited hog to endure as best he could the sympathetic smiles of observing fellow passengers.

"Why Need Men Decay?"

A writer in the London Speaker describing the great change which has taken place among the people of the Scottish border concludes with the searching question: "Why, while riches accumulate, need men decay?"

In Scotland, as in nearly the whole of Europe and America, the civilization of the steam engine has tended to condense population around great centers, and thus in some sense men have conquered for themselves greater opportunities, and they can look forward to a time when, under the operation of purely natural laws, the wealth produced by labor-saving invention will be much more equally distributed than now.

But more than this, there is a probability that in the near future invention will turn the tide of population away from the cities. Population will never be so scattered as it was when after the loss of the middle ages men hurried with such joy out of their walled towns and castles, but rapid transit and improved means of communication will make it possible for thousands who are dependent on the cities and towns for a livelihood to lead a wholesome and comparatively free life in the country.

Perhaps the civilization of electricity will remedy the incidental evils of the world's growth under the civilization of steam.

"Tote."

In nothing is the student of American folk-lore so liable to error as in assigning geographical origin to a word or phrase. The English local dialects were pretty thoroughly mixed. One gained a little more dominance in one place, another in another, but a stray provincial term is prone to turn up in places the most unexpected. "Tote" has long been regarded as a word of African origin, confined to certain regions where negroes abound. A few years ago Mr. C. A. Stephens, in a story, mentioned an "old tote road" in Maine. I wrote to inquire, and he told me that certain old portage roads, now abandoned, bore that name, and the word used in a "tote-moan" from the people of Gloucester County, Va., preserved in the Public Record Office in London. This paper bears date 1677, when there were four times as many white bond servants as negroes in Virginia. "Tote" appears to have been a well understood English word in the seventeenth century. It meant then, as now, to bear. Burlesque writers who represent a negro as "toting a horse to water" betray their ignorance. In Virginia English, the negro "carries" the horse to water by making the horse "tote" him.—Century.

Forgotten Quotations.

What do we owe to Beaumont and Fletcher? Homely proverbs in plenty, from "Beggars should be no choosers" to "Discretion is the better part of valor," though whether they or Shakespeare has a prior right to the latter is uncertain. From them also we inherit many pretty-dressed bits of philosophy, in "Our sets our angels are, for good or ill" style, and many stirring tales like "Deeds, not words" and "Let's meet, and either do or die." Burns uses this phrase in his great war song, and Campbell, who gave us "Distance lends enchantment," "Angel visits," "Meter flag of England," and "Coming events," &c., places it in "Gertrude of Wyoming."—Cornhill Magazine.